

## Straws in the Trade Winds

By FREDERIC J. HASKIN.

The general direction and velocity of the currents of business in this country may often be determined by the straws of detail which are the burning issues of the day to the retailer or small manufacturer. Such problems rarely get into the public prints, and few men in one line of business know what is going on in another. An examination of the retail trade of the country shows no sign of "reaction" in prosperity, and many too-wise and too-careful wholesalers and manufacturers are regretting that they stopped too soon. A late spring caused a slow movement in many lines of goods, but the advent of summer brought a slow movement in many lines of goods, but the advent of summer brought things to their normal condition for the time of year. The big New York stores sold more goods in June, 1907, than in June, 1906, and the same thing is true of many retailers elsewhere.

Nevertheless, the changed condition of affairs in the country, the higher prices of raw materials, the higher price of labor, and the stationary income of the salaried class, is having its effect. The high price of shoes, which gave the one-price advertiser no little difficulty, has caused the wearer to take better care of his footwear. Comparatively few people have used shoe trees to keep their shoes in shape, but the number is increasing rapidly of late, because trees make shoes wear longer and thus save money. The higher prices have caused a great revival of the shoe repairing business, especially in the cities. The metropolitan cobbler conducts his business in the most up-to-date fashion. His wagon calls upon his customers, collects the shoes, repairs them, polishes them, and sends them home. Many such concerns are operated in connection with shoe stores.

Everything made of lumber is high in price and comparatively scarce, yet the furniture dealers found a famine in a certain line which was wholly unexpected. Common chairs of a cheap variety are as scarce as desired, and in some of the grocery business. About 20 many are made each year, a reasonable allowance for increase is made, and there you are. The manufacturers never gave them a thought. All at once the demand was greater than the supply, and common chairs were not to be found on the market. The furniture men began to compare notes, and soon found what had caused the chair famine—the moving-picture fad. The "naked" chairs, as they are called, are being made in a few months. Each one had to have from 75 to 200 chairs. Naturally they wanted cheap ones and the run on the furniture stores began. In some of the town of 20,000 inhabitants in the Middle West which is supporting ten of these theaters, in addition to two amusement parks where moving pictures and phonograph shows are also to be seen. Chicago has more than 100 of them, and in some sections of the country they are to be found in the mere villages. Circulating moving-picture films and phonograph records insure a change of programme as often as desired, and the popularity of this cheap and mechanical entertainment does not seem to wane.

Inability to raise the selling price of a product while being forced to pay more for raw material and labor is the trouble of many small manufacturers, especially in lines where competitors have striven to keep the prices at the old figure as long as possible. The veneer cutters have not shared the general prosperity of other branches of the lumber industry on account of this tendency. A movement is now on to get a concerted action of all veneer cutters to insist upon a fair measure of profit for their work. No attempt at consolidation is contemplated, but there are hopes of a working trade agreement which will prevent cutting of prices below the living margin.

In the other great retail business affected by the pure-food law, the liquor trade, very little attention is being given to it. The liquor bottles must be branded at the distillery, and when the whisky gets to the barroom it is handled there according to the custom and ethics of that particular place. In thousands of barrooms a bottle marked straight whisky and bearing the green revenue stamp of the government will do duty for dozens and dozens of re-fillings from a blended or rectified whisky barrel. Of course the proprietors must not get caught, and they are, therefore, careful. At other barrooms one gets what he calls for without fail. At such places, the better class of whisky has a tendency to inquire into the origin of a brand of whisky a little more carefully, but beyond this the pure-food law has affected the business but little. So say the retailers.

The fur trade, which has enjoyed a wonderful prosperity for the past ten years, is not disturbed by shadows nearer than those of absolute panic and oriental war. Furs are bought when people have the money to buy them, and the question of price is not so closely considered. The three revenue cutters, which are patrolling the Alaskan islands on the lookout for pelting seal skins, are there for business. The protection of the seals is as important to the fur trade as a protective tariff is to American tobacco, and the trade follows the news from Alaska with the utmost interest.

In the clothing business, the advertisements of one-price suits has caused no little worry and trouble to the retailer. About twenty years ago a certain manufacturer of ready-made clothing began advertising his line. For ten years little impression was made. Then, all at once, people began to insist upon that make of clothing. The advertising had done its work. Then other houses came into the field. Their advertisements have been most artistic and appealing. In every city and town they have gone into the local papers for the benefit of their local agent. The man in the advertisement is depicted in a suit of stylish cut and fit—stylish perils.

By and by the wearers of ready-made clothing began to insist upon a certain make and a certain price. The clothing itself was much superior to the hand-me-downs of ten years before. All went well until the increase of prices of fabrics and labor caused an inevitable increase in price of the suits or a let down in quality. As the one-price lines were not absolutely one-priced, as in the shoe line, the task was easier than it had been for the shoe men, but the clothing lines lost some prestige when a suit with the favored trade-mark did not come up to one with the same brand and the same price of two years before.

The pure-food law and its enforcement is the great issue of the grocery trade, which is the last business of all to be affected by financial upheavals. The prices go up and down all the time, but the small margin of profit is maintained and the business cannot die while people eat.

Pure-food regulations are working a change, however, in that they are driving out of business many cheap jellies and preserves, and such things. They cannot be replaced at the price, and the old customers do not want them with their toll-take labels. Just what the law means in many instances is not quite clear, and both wholesale and retail grocers are having difficulty in determining what they may do and what they may not do.

The popularity of the pure-food legislation is such, however, that complaints against its enforcement are but passing. One of the greatest manufacturing houses in the country, and perhaps the best known pickle and preserve establishment in the world, has gone the pure-food law one better. It has discarded the use of all preservatives and coloring matters, no matter how harmless, whether they conflict with the law or not. It is adding its goods on the absolutely pure basis, and is selling more of them, although at higher prices, than many others.

To-morrow—Facts About Zoological Gardens.

## ATTACKS FAIRBANKS

Charged with Defeating Bill for Protecting Seals.

PROF. ELLIOTT THE ACCUSER

Makes Public Correspondence with the President and State Department—Expert Raises Question of Veracity of Vice President in Statements Made to Senate Committee.

A press bureau has made public the following correspondence: Prof. Henry W. Elliott, of Cleveland, Ohio, the government geologist and expert on the fur seals of the Pribilof Islands, has addressed a letter to the President and State Department, accompanying it with memoranda relating to a controversy with Vice President Fairbanks on account of the defeat of House bill 1337, Fifty-seventh Congress, for the protection of fur seals. Prof. Elliott charges the Vice President with bad faith in the matter, and holds him responsible for the defeat of the bill. He introduces the subject by quoting from a press report of the first fur seal hearing before the Ways and Means Committee of the House of Representatives, January 25, 1907, which says:

"Senator Fairbanks then quoted from a letter written by Vice President Fairbanks when chairman of the joint committee on the fur seals, which stated that Prof. Elliott was 'an irresponsible person, not qualified by character or reputation' to do the work in connection with the fur seal investigation."

The Senator Fairbanks referred to in this connection is ex-Senator Charles J. Fairbanks, of West Virginia, at one time a member of the joint high commission, and later attorney for the company which has the government contract for taking the fur seals.

Explains His Silence.

Prof. Elliott explains that his reason for not making public the correspondence and memoranda earlier was that he has only recently come into possession of some of the documents.

The whole subject is covered in a letter to the President, dated February 7, 1907, as follows:

"To the President: During the progress of a hearing before the Committee on Ways and Means, January 25, 1907, the attorney for the fur seal company, Mr. Charles J. Fairbanks, made a statement to the committee, which was reported in the 'Washington Herald' of January 26, 1907, and signed by 'F. B. Elliott, Acting Secretary.' This remarkable letter recited the fact that Senator Fairbanks had written him (Loomis) inform Mr. Hay that I was 'an irresponsible person, not qualified by character or reputation' to do the work in connection with the fur seal investigation. I submit these remarks here cited, because I have not spread them on the records of my hearings before the Ways and Means Committee, owing to the fact that when the letter of Loomis was read in the committee and up to the hour of doing this hearing, January 25, 1907, I did not know in my hands that complete of this improper word and action of Senator Fairbanks, which I now inclose for your information and use, as you may elect. Very respectfully,

HENRY W. ELLIOTT.

Fairbanks Objected to Bill.

Prof. Elliott accompanies his letter to the President with data showing the progress of the bill through the House and its appearance in the subcommittee of the Senate Committee on Foreign Relations, February 18, 1907. He declares that the subcommittee had reported the bill back favorably to the full committee. The memoranda continues:

"Whereupon Senator Fairbanks, a member of this joint high commission American membership objected to the bill, and informed his colleagues that the fur seal question covered by this bill were then all agreed upon between the members of the high commission, and that that agreement would be published soon after said commission reconvened. Mr. Fairbanks then stated that this reconvening of the joint high commission was to take place after the adjournment of Congress, on March 4, 1908."

For these reasons he asked that no action be taken by the committee on the bill. According to this statement of Senator Fairbanks in good faith, and not questioning it, the committee deferred action, and did not act on the bill.

In his continuation of the memoranda which accompanied his letter to the President, Prof. Elliott raises the direct question of the veracity of Vice President Fairbanks on account of the statement of the latter made to the Foreign Relations Committee. To support his contention, Prof. Elliott refers to a letter addressed (then Senator) Fairbanks, under date of February 13, 1907, to Sir Wilfrid Laurier, the Canadian premier at Ottawa, and also a member of the joint high commission, in which Mr. Fairbanks is alleged to have asked Sir Wilfrid to agree to a recommendation of the joint high commission, in identifying that a call be issued for its re-assembling by the 'middle of March,' 1907. Prof. Elliott asserts that Sir Wilfrid replied to this letter on February 17, 1907, informing Senator Fairbanks that he doubted the wisdom of such a recommendation. Sir Wilfrid said: 'There is no sign of an agreement in the commission on anything.'

No Signs of Agreement.

Sir Wilfrid is alleged to have said he would agree to a private meeting with Senator Fairbanks to talk over the advisability of calling a meeting, but the general purport of Sir Wilfrid's letter, according to Prof. Elliott, was to show

that there was no agreement such as had been referred to by Mr. Fairbanks.

The private meeting never was held. In conclusion, Mr. Elliott insists that Mr. Fairbanks was originally responsible for the defeat of the bill by misstating what had really been accomplished by the joint high commission, of which he was the American chairman, and that subsequently the Vice President went out of his way to discredit the seal expert in the State Department, and to furnish material to ex-Senator Fairbanks, attorney for the corporation which has the contract for taking fur seals, and which was trying to defeat all legislation, with which Fairbanks effectively attacked him before the Ways and Means Committee.

## VIRGINIA AND WEST VIRGINIA.

Brief Items of Interest from the Sister States Over the River.

Suffolk, Va., July 28.—Suffolk is to have better lighted streets. An official of the local lighting board said that new arc lights will soon be installed all over town.

Harpers Ferry, W. Va., July 28.—James Rines, an ex-Union veteran, aged sixty years, died this evening at his home, Bolivar, of paralysis. He is survived by his wife.

Leesburg, Va., July 28.—The thirtieth annual meeting of the Probate and Kyngedon Association of Loudoun County, Va., will be held August 6-13 at Parisville.

Fairmont, W. Va., July 28.—A lamp exploded at the home of Albert J. Oles, at Monmouth, and killed two boys, aged twelve years and old. The home was also destroyed.

Onancock, Va., July 28.—The shipment of large quantities of Irish potatoes from Onancock and Northampton counties is exceptionally large and the quality remarkably fine.

Richmond, Va., July 28.—Edith Allen, alias Stein, the New York woman arrested and brought here as an accomplice of the baggage thieves, was yesterday released from jail.

Norfolk, Va., July 28.—The Brazilian warships have sailed after a stay here for more than a month. They will make stops at St. Thomas and Barbados before returning to Para, Brazil.

Richmond, Va., July 28.—Police Justice Crutchedfield will have about 125 of the leading business men of the city before him Tuesday. In every case the men have failed to get licenses for transacting business.

Fredericksburg, Va., July 28.—Miss S. Parker Herndon, daughter of the late Dr. Broad-Herndon, of this city, died last night at the Mary Washington Hospital, of typhoid fever. She is survived by two brothers, John L., of this city, and Richard, of Portsmouth, Va.

Norfolk, Va., July 28.—The greatest military athletic carnival ever undertaken in the United States will be held at Jamestown tomorrow. Officers and men will participate and the infantry, cavalry, and artillery will be represented.

Hamletown, W. Va., July 28.—Because of the damage done by the high water and floods of nearly two weeks ago, the number of the Otter Creek Lumber Company and of the Elk Lumber Company, at Hamletown, W. Va., will not be able to come to the annual meeting of the West Virginia Lumber Association.

Winchester, Va., July 28.—The unwritten law will be discussed, it is understood, before the annual meeting of the Virginia Bar Association at Jamestown Exposition, Tuesday, by Assemblyman R. L. Byrd, of Winchester, who is the subject of whose address will be "Provisions of the Court in Jury Trials."

Richmond, Va., July 28.—J. B. Conway, an expert in the compiling from the Law and Equity and Chancery Courts, the number of decrees granted since 1881 and ascertaining the ground on which such decrees were awarded. The subject is for the guidance of the next Congress, which will attempt to remedy the divorce evil.

## SLAYER OF OFFICER LYNCHED

Mob Wreaks Vengeance on Negro Who Shot Policeman.

Rescued from River, Then Stoned and Beaten with Clubs and Finally Hanged.

Crisfield, Md., July 28.—James Reed, a negro, who murdered Policeman Dougherty last night, and who, in the confusion incident to the shooting, made his escape, was captured and lynched to-day by a mob in this city.

Chief of Police S. A. Evans, with Policeman Dougherty, had arrested a negro on the charge of selling liquor, and were making their way out of the negro quarter, when another negro committed the murder.

Chief Evans in endeavoring to assist his companion in getting off his prisoner, who with his companion, the murderer, made their escape. Later the murderer was found in a boat, where he had taken refuge. Reed immediately threw himself in the water in an attempt to end his life, but was hauled aboard the Airliffe, a pursuing launch, uninjured.

When the Airliffe returned, an angry crowd was waiting, and it was several hours before the landing was effected. The mob by this time was in a frenzy, and before the negro had gone ten feet were hurling stones and bricks and other missiles and slashing at him with knives. When about fifty yards from the boat a number of men struck the prisoner across the face and head with a hickory log, which fractured his skull.

At this juncture a rope was produced and full possession taken of the prisoner. Drugged through the streets to a place where he had shot down Officer Dougherty and hanged to a telephone pole. Later the body was buried.

MARYLAND NEWS IN BRIEF.

Condensed Special Dispatches from the Old Line State.

Cumberland, Md., July 28.—An engine of 25 horse power, which drove the machinery in the cigar room of the Potomac Pulp and Paper Company, Parsons, W. Va., ran away and demolished as the result of the governor refusing to act.

Westernport, Md., July 28.—The Lutheran church here was rededicated to-day. The church has been renovated and entirely refitted. The special service was delivered by Rev. C. P. Haslam, pastor of Trinity Memorial Lutheran Church, Keyser, W. Va.

Frederick, Md., July 28.—Augustus Koehler, wife and three children, passed through Frederick on what he called a tour around the world. His outfit consisted of a horse and wagon. The family lives in the wagon. He left Cincinnati on June 1.

Lonaconing, Md., July 28.—A new coal company, which has holdings at Lonaconing, W. Va., has been organized. The directors are John A. Clark, formerly of Lonaconing, Md., is treasurer. The output has already been sold to a Pittsburgh steel concern.

Hagerstown, Md., July 28.—The South Mountain Oil and Development Company has been organized for the purpose of ascertaining if oil exists in the mountains around Hagerstown, several miles north of Hagerstown, on the Baltimore and Harpersburg division of the Western Maryland Railroad.

Cumberland, Md., July 28.—The corner stone of the new Methodist Episcopal church at Proctor, near Everett, was laid by the pastor, Rev. W. A. Pass. The sermon was by Rev. E. L. Ziegler, of Saxtons, who was assisted in the service by Rev. D. Kaufman, of Huntington, The cost is estimated at \$10,000.

Cumberland, Md., July 28.—Charles Davis, who lives near Simpson, W. Va., was arrested on the charge of stabbing his brother-in-law, Delbert Taylor, W. Va. He is accused of having shot Taylor County, W. Va. He is accused of having shot Taylor County, W. Va. He is accused of having shot Taylor County, W. Va.

Cumberland, Md., July 28.—Senator P. W. of Charles, who was elected to the Maryland legislature, was taken by him and a Maryland commissioner in the Maryland-West Virginia boundary dispute. All the data has been completed and sent to the attorney general, who is directed to prosecute the case before the United States Supreme Court.

Latest Morning Circulation.

All advertising contracts made by The Washington Herald are based upon its sworn circulation—a circulation in Washington larger by thousands than was ever before attained by any morning newspaper at the Capital. Its books are open.

## RISE OF RATE WAR

North Carolina Convention Demanded Reduction.

POLITICIANS FALL INTO LINE

Aspirants for Office Pledge Themselves to Bring About Reform—Exciting Scenes at Sessions of Tar Heel Legislature—Gov. Glenn is Working for Conservation.

Special to The Washington Herald.

Richmond, Va., July 28.—To those familiar with the exciting events in the North Carolina legislature in January, the railway rate legislation at Raleigh and Asheville within the past ten days is of small concern.

When the State Democratic convention met at Greensboro in July a platform was adopted which declared there should be a reduction in first-class passenger fares. Politicians, anxious to be elected, took themselves to heart being about the desired reform. Unlike most States, North Carolina had first and second-class fares, the former being 31-4 cents and the latter 23-4. Two cents flat was what the radicals insisted upon.

Gov. Glenn's Message.

In his message to the legislature, Gov. Glenn, for many years one of the leading attorneys for the Southern Railway Company, urged the enactment of a 2-1-2-cent law, but this did not meet the wishes of those clamoring for a greater reduction. The contest began early. In the house a representative from Durham County splashed into the turbulent waters with a bill making the rate 2 cents. Other members had substitutes providing for various tariffs.

The senate, more conservatively, went over the ground thoroughly, finally passing a 2-2-4-cent bill. This bill had been introduced by Senator Graham, of Orange. This did not satisfy the house, however, and the house bill did not suit the senate. Senator Graham ignored.

When Lieut. Gov. Winston, president of the senate, appointed the senate committee on conference he named members who were violent advocates of the 2-cent rate, ignoring Senator Graham, who contended that, as father of the bill, he should have been on the committee. His protest on the floor of the body was the most sensational event of the session, and his attack on the lieutenant governor was scathing and severe. He attempted to explain it by the statement that it was worse than "peanut politics." After more or less wrangling, there was a compromise of 2-2-4-cent, the second-class fare being abolished.

Before this happened, however, the railroad officials were accorded a hearing. The treatment given President Finley was so discourteous, according to the more conservative members and many of the newspapers, that it was feared at the moment that this would so divide the members that nothing in the way of lower rates would be accomplished.

Working for Conservation.

During the early stages Gov. Glenn was working for conservation. He stood by his message on the rate matter, but when delegations from various cities were appearing on the scene to protest against adverse legislation which threatened to drive capital away, when the commercial organizations were urging reduction of freight rates, with the elimination of the passenger reduction, the governor saw that it was time for men to be sane.

When the first bills were prepared, it was agreed that roads with less than 100 miles of rail should be exempt, but this provision was later changed to sixty miles, the charge being made that this was done in order to make the lower rate effective certain men by his plan. Absent, the length of which is about sixty miles.

According to those who made the allegation this was done in order to punish Hunt A. Page, of that property, who had offered certain men by his plan. Absent, the length of which is about sixty miles.

Much of the animosity in North Carolina was aimed personally at Col. A. B. Andrews, first vice president of the Southern, whose home is in Raleigh. In this connection it is interesting to note that while the Atlantic Coast Line has failed, like the Southern, to regard the State law, none of the Coast Line ticket agents have been indicted. The fact was to have become effective July 1.

While the 2-cent rate in Virginia was to have gone into effect simultaneously with the 2-1-2-cent rate in North Carolina, the Seaboard complied with the former statute and lowered the rate of the Virginia corporation commission. It appears, therefore, that the Seaboard obeyed in one State and refuses to obey in another, which rather emphasizes the assumption that the legal questions here and there are not identical.

Public Receiving Benefit.

Notwithstanding the fact that the new laws are disregarded, the railroads contend that, pending final adjustment of the legal question involved, the public is now receiving the benefit of the reduction in Virginia, inasmuch as coupons for the difference between the old and the new law are given each passenger, which may be redeemed at their full value in the event that the higher courts decide against the railroads.

In South Carolina, where the three main transportation systems are of the Southern, the Atlantic Coast Line, and the Seaboard Air Line, the legislature in July reduced the rate of the latter passenger rate below 2 cents. The Travelers' Protective Association opposed that measure on the broad ground that service was more to be desired than cheap rates, which was also the argument of President Roosevelt in his Indianapolis address.

The bill was defeated, the roads, however, being reminded that they would be given an opportunity to improve the service in the meantime. If this is not done now, the legislature of that State next year will take up the matter again, and doubtless will pass the bills held over from the last session.

James E. Moss Dead.

Annapolis, Md., July 28.—James E. Moss, aged seventy-five years, died at his home near Hacketts Point to-day of general debility. He was a successful farmer. He was the father of Robert Moss, an attorney and politician of Annapolis. Four other children survive. They are William H. Moss, Annapolis; Mrs. Mary Coleman and Misses Lillie and Ada Moss, of North Severn. A brother, George W. Moss, of Annapolis, also survives.

## STREET CAR MEN MAY STRIKE.

Complain About Actions of Inspectors and Spotters in Norfolk.

Special to The Washington Herald.

Norfolk, Va., July 28.—Unless there are overtures from the Norfolk and Portsmouth Traction Company within the next few days there is likely to be a strike of the motormen and conductors. An organizer is here from Philadelphia, and he is busy.

It is said that Friday night eight conductors turned in their badges to the company because inspectors and spotters are checking them up between stations and ringing up additional fares and charging them up. According to the employees, the inspectors and spotters board the cars in twos and threes, and are continually nagging at them. They declare it is working a hardship on them, and they are beginning to resent the action of the traction company.

## FAILS TO END HIS LIFE.

Physician with Stomach Pump Fails Would-be Suicide.

Special to The Washington Herald.

Winchester, Va., July 28.—John McIntosh, a young married man and a painter by trade, attempted to commit suicide in a store on Main street during the busy hours of Saturday night by drinking the contents of an ounce vial of laudanum.

McIntosh drew the bottle from his pocket and in a dramatic manner exclaimed: "Here she goes, boys; good-by!" A physician saved his life by using a stomach pump. McIntosh has made several attempts to poison himself in recent years.

## BULLET WORKS OUT OF BODY.

John W. Emmert Receives Wound During Civil War.

Special to The Washington Herald.

Bristol, Va., July 28.—A bullet which had been in the right hip of John W. Emmert, of Bristol, since the Civil War, when the Sixty-third Tennessee Regiment was encamped near Drury's Bluff, worked its way from his body. It had during the last twenty years been a source of almost constant pain to the wounded man. The ball was fired by one of Gen. Butler's men, who were engaged in digging a canal at Dutch Bend, on the James River.

## STEVENSON AT JAMESTOWN.

Former Vice President to Be Orator on House of Burgesses Day.

Special to The Washington Herald.

Norfolk, Va., July 28.—A distinguished visitor in Norfolk is Adlai E. Stevenson. He will be orator of the day at Jamestown on House of Burgesses Day. He is the guest of Harry S. George Tucker while here.

Accompanying Mr. and Mrs. Tucker to the Second Presbyterian Church to-day, the former Vice President heard a sermon on missions in Korea by Rev. Eugene Bell, a missionary to that country.

## KILLED IN RUNAWAY ACCIDENT

Mrs. Harry L. Snyder Makes Fatal Leap from Vehicle.

Mishap Caused by Breaking of Harness on Way to Sunday School with Children.

Special to The Washington Herald.

Hagerstown, Md., July 28.—Mrs. Ida Baldwin Snyder, wife of Harry L. Snyder, publisher of the Shepherdstown Register, and one of the best known citizens of Shepherdstown, was instantly killed in a driving accident this afternoon.

In company with her four children, Mrs. Snyder was driving to the Lutheran Sunday school. A backing strap broke as they were descending a steep grade on German street and the horse started to run away. Mrs. Snyder attempted to jump out and was thrown on her head, her skull being fractured. The horse was caught before it had run far and the children escaped unhurt.

Mrs. Snyder was forty-two years old and before her marriage was Miss Ida Baldwin, of Philadelphia. Her husband and five children survive.

## Killed with Beer Bottle.

Special to The Washington Herald.

Roanoke, Va., July 28.—William Willis, aged twenty-five, died at Roanoke Hospital from a wound in the head, said to have been made with a beer bottle in the hands of Harry Grant, aged thirty, earlier in the night. The men quarreled in the rear of a saloon. Grant escaped and has not been captured. Willis came here from the country two weeks ago to work for a laundry.

## Ex-Sheriff Monroe Dead.

Special to The Washington Herald.

Salisbury, N. C., July 28.—J. Robert Monroe, ex-sheriff and special detective of the Southern Railway, died this morning. He was thirty-three years old, married, and leaves six children. Deceased lost a brother-in-law six weeks ago, and his father, Sheriff Monroe, died several months ago. The Masons will conduct the funeral services to-morrow afternoon.

## Funeral of Mrs. Clara Phleger.

Special to The Washington Herald.

Harpers Ferry, W. Va., July 28.—The remains of Mrs. Clara Phleger, wife of James H. Phleger, of Kansas City, Mo., and daughter of the late Charles Cole, of Sandy Hook, were taken from the home of her parents to-day and interred in Camp Hill Cemetery, this place. She was about thirty-five years of age, and leaves a husband and one child.

## Washington Firm Gets Contract.

Special to The Washington Herald.

Norfolk, Va., July 28.—The Charles McDermott Construction Company, of Washington, D. C., has been awarded the contract for the grading work in connection with the mammoth steel pier of the Virginia Railway, now under construction at Sewall Point. The contract price for the work is \$49,000.

## Rail Damages Tobacco Crop.

Special to The Washington Herald.

Raleigh, N. C., July 28.—Several localities in the eastern part of the State were visited by severe wind and hail storms. In Orange County the tobacco crop suffered severely, some large fields being stripped of every leaf.

## A CRY IN THE MARKET PLACE.

I cry, O God, for refuge and rest! I cannot pray there is no time to kneel. Can the spider sting the whirling of the wheel? Can the cat coil in the red fog of protest? I cry, by dead fathers of the west, In their death travel, yet could feel The wild, clean robes of nature in the real Of storm upon the lonely mountain crest.

I cry, by right of my nation's sin. For despite, for some slighting of the poor, Some quiet in this rage of life that stuns The soul for slaughter in the Market Place. I cry, in pity for the little ones Who starved shoulders must bear on the Race. —Chester Fiskin, in the Atlantic.

## NEWS OF ALEXANDRIA

Alexander McLilly Killed Under Freight Cars.

JURY CHARGES NEGLIGENCE

Verdict of Coroner's Inquest Declares Accident Due to Careless Arrangement in Southern Railway Yard—Pole War Not Yet Ended. Fire in W. S. Moore & Sons' Shops.

WASHINGTON HERALD BUREAU, (Bell Telephone 61.) 59 King Street.

Alexandria, Va., July 28.—Alexander McLilly, colored, a laborer employed in the local yard of the Southern Railway, was crushed to death about 10 o'clock this morning under two freight cars which were being shifted down an incline at the foot chute. McLilly was riding on the front car, which, it is said, was run into by the one behind, the jar causing the man to lose his hold and fall under the wheels. Both cars passed over him.

The remains were removed to the undertaking rooms of W. Denham & Son, on King street, where a jury, summoned by Coroner Samuel B. Moore, conducted an inquest this afternoon. The verdict was that the man had come to his death in the manner stated above, and that the railroad company was negligent in regard to the arrangement for shifting cars at the chute. The jury was composed of Robert M. Graham, foreman; L. C. Leatherland, W. Dent, William Poss, Louis B. Garman, and Samuel R. Pitts.

Pole War Not Ended.

R. L. Stultz, local manager of the Western Union Telegraph Company, had not been informed this evening whether the company would appeal to the courts in the controversy with William Rogers concerning the maintenance of a telegraph pole in front of a house owned by Mr. Rogers, at the corner of King and Fayette streets. As stated in The Washington Herald to-day, Mr. Rogers brought the matter to a crisis by cutting the pole down. Mr. Stultz said to-night that if the Western Union should decide not to follow up the case, he was informed that the pole would be replaced by the Washington, Alexandria and Mount Vernon Railway, which formerly had a pole standing at that place.

## Fire in Machine Shops.

Fire broke out early this morning in the second story of the machine shops of W. S. Moore & Sons, corner of the Strand and Duke street. The loss, covered by insurance, is estimated at between \$500 and \$1,000. How the fire occurred is not definitely known, but it is supposed to have started by spontaneous combustion from a quantity of waste material.

The remains of William M. Clark, who was killed last evening at the Southern Railway wreck at Oak Ridge, were brought here this afternoon and removed to the late home of the deceased